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DAKIN, CRUICKSHANK & CO., LD.,
VICTORIA DISPENSARY.

SUMMER DRINKS.

FRUIT SYRUPS,
In Bottles at 75 Cents.

AERATED WATERS.

D. C. & Co.'s

LIQUEUR AND OTHER WHISKIES.

CLARETS.

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Per Case, Pints.....\$5.50

Per Case, Quarts.....\$5.00

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Per Case, Quarts.....\$7.50

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

Hongkong, 14th July, 1894.

A. S. WATSON & CO.,
LIMITED.VEGETABLE & FLOWER
SEEDS.

SEASON 1894-95.

SEED LISTS, with hints for Gardening, are
NOW READY, and Orders are being booked
for delivery on arrival of the Seeds. They will
be executed in the sequence in which they are
received as long as the supply lasts.EARLY SOWINGS are to hand by Parcel Post
ofCELERY SEED—
SOLID WHITE
MANCHESTER RED
SULHAM'S PRIZE PINK
WRIGHT'S GIANT WHITE
WHITE PLUME;
Also,
CINERARIA—
MARITIMA
JAMES'S PRIDE.The above can be sown now and next month
in boxes under cover, protected from ants.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for
use in the Garden generally: It supplies natural
nourishment to the soil, and assists the process
of assimilation, thereby aiding the Plants to
attain to their full size, vigour and beauty.Sold in Tins containing 10 lbs. each.....\$1.75
" 25 lbs. ".....\$4.50
Directions for Use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS,

The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 30th July, 1894.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 4, 1894.

"GRANNY'S" WAR CORRESPONDENT.

SOMEBODY who is alleged to be special
war correspondent in Shanghai to our
grandmotherly morning contemporary
has evidently been making fun of the old
lady! He writes that Captain GALSWORTHY,
of the lately defunct *Kowshing*, and his
chief officer, Mr. TAMPLIN, have filed
affidavits with the Japanese consul at
Shanghai "to the effect that the Chinese
troops refused to allow the *Kowshing* to
surrender to the Japanese war-ship
Nanawa; hence the steamer was destroyed."
This extraordinary "special telegram"
opens the door to quite a number of
interesting queries. If Captain GALSWORTHY
and Mr. TAMPLIN have filed
affidavits at the Japanese consulate
in Shanghai they must have returned to
that city, and yet that seems hardly
credible, or somebody in the colony would
have heard of it! And why should these
gentlemen, lately belonging to a ship
chartered to the Chinese Government,
have any affidavits to file at the Japanese
consulate? Again, what had the Chinese
troops on board the *Kowshing* to do with
the surrender or non-surrender of the
steamer to the Japanese? Surely that
was the province of the Captain of the
vessel! And what right had the
Japanese cruiser *Nanawa* to demand the
surrender of any steamer flying the
British flag, when war had not been
declared? For not hauling down the
British flag when called upon, the *Kowshing*
was "torpedoed" and close upon 1,500
men drowned, and Capt. GALSWORTHY andChief Officer TAMPLIN are credited with
having filed affidavits to justify that wanton,
inexcusable and totally uncalled for
outrage on the British flag, against every
principle of international law! On the
face of it such a statement can only be a
meaningless fabrication, a sensational
canard concocted for interested purposes.
The Japanese Government, according
to a statement made in the House of
Commons on the 2nd Inst. by Sir EDWARD
GIBB, had already offered full reparation
for the *Kowshing* catastrophe, thus practi-
cally acknowledging that a grievous error
had been committed; and nothing is more
certain than that Great Britain will exact
that reparation to its fullest extent. But what
satisfaction is China to get for the loss of
nearly fifteen hundred of her soldiers by
one of the most cowardly and unwarranted
outrages known in modern naval warfare?
To deliberately sink an unarmed merchant
vessel in the manner and under the
circumstances it is alleged to have been
done, was an act of wanton brutality which
is certain to cost the Japanese Government
dear and to alienate from Japan in this
war with China the sympathy and support
of many of her well-wishers. We have
said that Great Britain will exact full
reparation from the Mikado's Government
for this new departure in warfare, but that
will be infinitesimal compared with the
amends which China will demand and
enforce when she has her traditional
enemy at her feet.The whereabouts of the other officers on
board the *Kowshing* at the time of her
destruction, says this most sapient of special
war correspondents, are unknown. A funny
conclusion this to arrive at in face of the
alleged facts that they were not rescued and
that the steamer is at the bottom of the
sea. However, if a London telegram
published in another part of this issue may
be relied on, and there is no apparent
reason why its accuracy should be doubted,
the German gunboat *Itz* (not the *Lion*)
witnessed the sinking of the *Kowshing* and
saved a hundred and fifty lives from the
disaster, which number may possibly
include some of the officers.

TELEGRAMS.

(From French papers.)

THE ANARCHIST'S BILL.

PARIS, July 25th.
The French Chamber has passed the fourth
and fifth articles of the Bill providing special
legislation for dealing with anarchists.
July 26th.
The Chamber has passed the last article of
the Anarchist's Bill after a stormy debate; the
moderate Radicals exchanged abusive language.

LATEST WAR TELEGRAMS.

LONDON, August 3rd.
Committees of Chinese merchants have been
formed throughout China, and are subscribing
large sums to a War Fund.Capt. GALSWORTHY, master of the steamer, and
Mr. Von Hanneken, German military adviser
to the Chinese Government, were saved from
the *Kowshing*.
The German gunboat *Itz* witnessed the
sinking of the *Kowshing* and rescued 150 men.
The United States of America has undertaken
the protection of the Japanese to China and of
the Chinese in Japan during the continuance of
the war.
One Spanish and three German cruisers have
been ordered to Korea.

SANTO'S DOOM.

The Italian anarchist Santo, who assassinated
President Carnot, has been sentenced to death.

THE WAR IN THE NORTH.

A Chinese telegram received in Hongkong
to day from Shanghai is to the effect that the
Chinese have re-inforced their Garrison at Asan
by sending to the north a strong division
of the southward as soon as the army now
marching on the Japanese position at Seoul, from
the Yalu, passes Pingyang city.We are informed by wire that during the past
week upwards of 20,000 Japanese troops have
been landed at Fusan and Gensan (Korean,
Wonsan) and were promptly despatched inland
towards Seoul.The Japanese fleet is patrolling the coast
between Fusan and Chemulpo.

TYPHOON WARNING.

The weather forecast issued by the Acting
Director of the Observatory this morning
contains the following:—"On the 4th at 10 a.m.
Red North Gales taken down. At 10 a.m. a
typhoon entered coast to the north of Foochow
during the night, and it is probably moving west-
ward at present. At 11 a.m., barometer rising.
Moderate to strong S.W. winds on South coast
with weather becoming unsettled and showery."

LOCAL AND GENERAL.

* MONDAY next being a Bank Holiday there
will be no issue of the *Hongkong Telegraph*.THE great and increasing demand for coal at
famine rates should be the Charbonnage Co.'s
golden opportunity.Miss Flett—So you would not take me to be
twenty! What would you take me for?
Mr. Freshly—For better—or for worse.EARTHQUAKES are supposed to have been
responsible since the beginning of recorded
history for the death of fully 13,000,000 people.The first of a series of smoking concerts will
be given to-night by the Royal Engineers at the
Wellington Barracks, commencing at 7 o'clock.The Northern Pacific Co.'s chartered steamer
SIVA, which came out of dock recently, will
leave for Tacoma, via Japan ports, next Tuesday.
This mission steam-launch *Day Spring* will
call alongside vessels hoisting Dutch pennant C
between 9 and 10.30 a.m., on Sunday, to convey
men ashore to the 11 o'clock service, returning
about 12.30 p.m.EXCAVATIONS in Oisseau le Petit, Department of
the Sarthe, France, have revealed a Gallo-
Roman city, which appears to have been
destroyed by an earthquake. The city probably
contained some thirty thousand inhabitants, but
its name is not known in French history. The
ruins include a great temple, part of which is
still standing; also a theatre and monuments.TREASURY gold enough in the world to make
a discontented man rich.A THIRD call of fifty cents per share on shares
of the New Balmoral Gold Mining Co., Ltd.,
became due to-day.A GOOD nurse, a good cause, a good attorney,
a good counsel, good evidence, a good jury and
good luck are the requisites for going to law."STRANGE" that as soon as a woman arrives at
self-consciousness her first thought is of a new
dress.—Helen, on Eve's desire for a fig-leaf.WE are informed by the Agents (Messrs. Gibb,
Livingston & Co.) that the E. & A. S. S. Co.'s
steamer *Caterthun*, from Australia, left Port
Darwin for this port on the 30th ult.THE Philadelphia *Maritime Journal* says that
forty-two *Crimps* are on the pay-roll of the Wm.
Cramp & Sons Ship and Engine Building Com-
pany, and every one of them is a master of his
department.THE construction of the new barracks at Kow-
loon for "Our Very Own" Regiment is going on
satisfactorily, and it is expected that in about
eighteen months their new quarters will be ready
for the stalwart *Pa-han* "braves."She—I shall never forget the night you pro-
posed to me. You seemed scared to death, and
when I said "yes" and kissed you I really think
I touched your heart.He—Very rarely; I know my heart was in my
mouth at the time.THE science of surgery continues to develop new
wonders. Its latest success is supplying artificial
bones to replace deficient portions of the skeleton.
A Frenchman has for a year or more enjoyed
more than ordinary health with such a substitute
bone in his upper arm. The artificial bone is
made of vulcanite and attached in place with
platinum wire.WE are advised by the Secretary of the Penang
Mining Company of the receipt of a telegram
from the mines to the effect that—"during the
month of July the mill ran 23 days crushing 900
tons, yielding 131 ounces of gold. The full
breadth of the lode in the bottom drift is 25 feet
with a strike of visible free gold, and we think
this lode will yield an ore-body of considerable
value after driving East 60 feet. Have com-
menced driving.""SADLER'S Catholic Directory" for 1894, a
publication which purports to be official, gives
the following statistics in regard to Roman
Catholicism in the United States: Arch-
bishops, 16; bishops, 70; priests, 9,686;
churches, 8,512; chapels and stations, 3,795;
colleges, 116; academies, 637; parochial
schools, 3,670; pupils in parochial schools,
758,498; charitable institutions, 655; Catholic
population, 8,866,648.JOHANN SEYFERT, the present hargrave of
Hannau, is described as a man of versatile talents.
He is a soldier, a statesman, a scholar, a writer,
thoroughly, but is at the same time a virtuoso on
the lute and a singer of more than ordinary
quality. As a hunter and an athlete he has an
enviable record—and, as if this were not enough,
he has recently gone among the authors, and has
written the memoirs of his uncle, Heinrich Willen-
bacher, and his brother, Rudolf Seyfertz, both
of them men of remarkable "executive ability
in their special profession." These books he is
considerate enough not to publish, but to reserve
for his "intimate friends."EUROPEAN countries are not always governed
by men belonging to the nation which they
direct, as Ministers or in other capacities. With-
out recalling the Hain-Comorian origin of Gam-
betta, Spink, Waddington, MacMahon and other French
statesmen, it may be noticed that the German
Chancellor, Caprivi, is of Italian origin; Count
Taaffe, the ex-Austrian Premier, is of Irish
origin; Bismarck, the War Minister of Prussia,
is of French Huguenot race; the O'Donnells in
Spain are obviously not of Spanish extraction,
and General Pelloux, the late Italian Minister of
War, was also Baron Blanc, the present Min-
ister of Foreign Affairs in Italy, are of French
origin.

FVANCEL.

Where the soft shadows of the dusk begin—
Head pillowed in a shawl of sunburnt hair,
By art and gamboge made supremely fair,
The swooning eyes revealing all therein,
Scarlet, consenting lips, and dimpled bosom bare,
The jewelled throat and gleaming bosom bare,
Forsook and left without compare,
Adding fresh lustre to the charm therein.These outstretched arms invite a mad embrace,
From parted lips words of sweetest kiss call;
"Thy woman is not held responsible for the
And I, in turn, am gazed upon thy face—
Thy lips and neck, and all thy glistening grace,
While thou art but a picture on the wall.""Walter J." in *Sydney Bulletin*.THE novel sight of a European shoe-black down
his marrow bones in a public thoroughfare
earning a few cents by cleaning boots was
witnessed by a *Telegraph* reporter on Tuesday
day.The artist is a middle-aged ex-seaman of
the merchant service, who is believed to make
on an average \$2 a day, which is, of course, a
good deal more than he would earn were he on
board some "wind-jammer" engaged in hauling
on the port fore brace or other light nautical
recreation of that kind. But joking aside, the
sight of a European shoe-black in a street of
Oriental colony is a novelty that is hardly
admitted to raise the eyebrows in the estimation
of our Celestial neighbours, and is a bit of a
shock to Europeans. Yet no one can, of course,
blame "Jack" for earning an honest living
instead of becoming an out-and-out beggar.A CORRESPONDENT, under the heading "Ca's
Will," writes to *Sydney Bulletin*—In the dis-
cussion on the "marriage" of Paula Tanqueray,
this view has not yet been stated:—Abstractly,
the sin of incontinence is no greater for the woman
than for the man; but, *relatively*, her guilt is
increased twofold by the fact that in committing
this particular sin, the woman betrays the trust
which the State places in her in making every
woman the guardian of her own virtue. In the
East, and in the West, the woman is held re-
sponsible to the State for the conduct of her
children, and is looked upon as the absolute fidelity
—forced, if Eastern; voluntarily, if Western—of
the woman is part of the bed-rock on which
civilized society is built. Man must protect
himself against confusion of offspring, and let
the newly-unmarried sex remember this—that
a gradual lowering of the standard of morality
will lead us backwards to the state of nature.
The woman is not a man, and she cannot be
a child that is not her own, whereas "it has
been many an honest man's hap," says Fielding,
"to pass as the father of children who are
none of his." Of course, we may at the present
time, for anything we know to the contrary, be
pressing forward to a glorious Socialistic Mil-
lennium of Phalanxes and Free Love, in which
the very wisest child will not be held responsible for
the conduct of his wife; but until that time
change in the nature of man takes place that he
shall consent to pass upon preserving the homo-
geneousness of his offspring, the relative standard
of chastity for the two sexes will be pretty much
what it is at present.AN editorial on the Governor and the Sanitary
Board, dealing with the notorious "minute"
which has caused so much discussion throughout
the colony, is held over until our next issue.Magna est veritas et prevalebit. The dangerous
excavation at the corner of Arenal Street, which
has been a danger to the public for months past
and to which we have several times referred of
late, has actually been closed up.THE portrait of Queen Victoria, which used to
occupy the most prominent position in Mel-
bourne National Gallery, has now been relegated
to an inferior position in a side lobby. It looks
much better, comments a contemporary, where it
can't be seen so well.AN exhibition of plans for a maritime canal
between the Bay of Biscay and the Mediterranean
Sea has been opened at Paris by a society of
promoters. The plans have been made in re-
sponse to an invitation framed by a committee
of experts. The proposed length of the canal
varies from 220 to 320 miles, and the cost from
1,000 to 1,500 millions. Some competitors, how-
ever, propose that vessels should be transported
by railway or by rolling docks propelled by elec-
tricity. The promoters have invited the govern-
ment to appoint a commission to report on the
plans, but it does not seem likely that the scheme,
though it has been much talked of in late years,
has any immediate chance of realization.THE price of coal is going up by leaps and
bounds. Last week we reported that ordinary
steam coal was finding a ready sale at \$7.75 and
\$8 per ton, and to-day we learn that "black
diamonds" are in strong demand at \$8.50 and
\$8.75 per ton. At the present time three
steamers, each of about 3,000 tons capacity, are
reported to be on their way from New-
castle, N.S.W., with full cargoes of good steam coal,
and they will probably be followed at no distant
date by other steamers similarly laden. Several
sailing vessels are also stated to have left the
Antipodes recently with full cargoes of coal con-
signed to Hongkong and Shanghai. There can,
we think, be no doubt that should hostilities con-
tinue much longer—and there is no reason to
suppose the China-Japan war will terminate for
many months to come—very handsome profits
will be realized by local coal merchants in the
near future.THERE has been contributed to literature recently
by an American woman, says a writer in the
North American Review, a drama which gives
a novel idea of hell. It represents a man in a
dream talking with several of his departed
ancestors. One of these told the man that he
was in hell, that there was no such place
as heaven or hell in the way in which these
terms were commonly understood. This
man's hell was a condition of feeling in which
he had no interest in anything. He felt no
enjoyment, no ambition, no pleasure, no passions,
no desires. He could go to heaven, he said, if
he liked, but he had no desire. He was not
interested in anything he might find there or
anywhere else. This condition is, in a certain
sense, exemplified in club life, and in the
general lives of the rich and idle. They
have exhausted every source of enjoyment and
tapped all fountains of enthusiasm. New
schemes have to be constantly provided to stimu-
late even a little of their appetite for pleasure.
Hell, according to this writer, is this condition
carried to its extremity. It is a condition without
hope, feeling, ambition or desire—one of the
most horrible states in which any man or
woman could be placed.AN old resident, Mr. A. Blanchard, foreman
blacksmith in the Naval Yard for nearly eighteen
years past, left for England by the P. & O.
Co.'s mail steamer *Clyde* last Thursday. Mr.
Blanchard was well-known in the colony and
had a large circle of friends, and he was
an interesting ceremony took place at the Naval
Yard when Mr. Blanchard was presented by his
colleagues with a handsome silver cup, silver
butter cooler and "Gladstone" bag as a mark of
their esteem and appreciation of his many good
qualities. Mr. W. C. King was voted to the
chair, and in explaining the object of the meet-
ing expressed the regret which was felt through-
out the Yard that Mr. Blanchard was leaving, for
both in the matter of his duties and socially he
was popular with all who had the pleasure of
knowing him. He would carry with him the
good wishes of all, who sincerely wished him a
safe and pleasant voyage home and every good
fortune in after life. In making the presentation
Mr. J. F. de Kral, of the Construction depart-
ment, referred to his twelve years' acquaintanceship
with Mr. Blanchard, during the whole of which
time he most straightforwardly and honestly
and wisely did his duty. It was a pleasure to
be associated in business. The souvenirs now
presented were not to be looked at for their
intrinsic value, but as a mark of the great esteem
and high regard in which he was held by the
subscribers. Mr. Blanchard warmly returned
thanks, but was too overcome to make a lengthy
response. A few days previously Mr. Blanchard
was the recipient of a very handsome silk
bust, presented to him by the Chinese work-
men in all the departments of the Yard. The
bust was made in Canton, and is an exceed-
ingly handsome piece of Chinese workmanship.THE following is the programme of the open air
concert, for the benefit of a widow and family, to
be given at the Volunteers' Headquarters to-
night, commencing at 9 o'clock:—

- 1.—Selection "La Marseillaise".....Audran.
- 2.—Song "The Last Watch".....Pitts.
- 3.—Song "The River of Years".....Marshall.
- 4.—Song "Dream of the Albert Hall".....Fawn.
- 5.—Recit....."The Guide".....Mark Twain.
- 6.—Song "The Bull-frog am no Nightingale".....Messrs. G. C. Hayward, R. F. Lammert and H. Hayward.
- 7.—Song "There are none like to These".....H. Temple.
- 8.—Song "The Bull-frog am no Nightingale".....Messrs. G. C. Hayward, R. F. Lammert and H. Hayward.
- 9.—Song "I've just come away from the Inquest".....Mr. G. G. Brady.
- 10.—Song "The Bull-frog am no Nightingale".....Messrs. G. C. Hayward, R. F. Lammert and H. Hayward.
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- 18.—Song "The Bull-frog am no Nightingale".....Messrs. G. C. Hayward, R. F. Lammert and H. Hayward.

MR. DEAKIN, a prominent Victorian politician,
referred to Sir James Patterson, the Premier of
that colony, the other day as "a bladder painted
to look like a bomb." Oh!THE Mitsui Bussan Kaisha's steamer *Ariaki*
Maru (late the *Charlton*) is making an
unusually long stay in port owing, we believe,
to the agents of the vessel having to await special
instructions from their head office in Japan before
sending her to sea again. When she entered the
waters of the colony from Moji on the 28th
ultimo she was under the command of Captain
Hallstrom, of the Co.'s *Yorihomo Maru*, who
took over the command from Capt. Murray, the
latter having, we understand, been temporarily
transferred to one of the Mitsui Bussan Kaisha's
steamers employed on the Japanese coast.PROF. GOLDWIN SMITH.—I am a "Second
Chamber" man. I believe in a Second Chamber
—if it be a good Second Chamber. What I
complain of in the House of Lords is that during
the tenure of one Government it is a Second
Chamber of an incoherent kind, but that while
another Government is in, it is not a Second
Chamber at all. The effect of the Lords, as it
is at present stands, is this, that in one case it acts
as a Court of Appeal, and a picked Court of
Appeal, against the Liberal party, while in the
other case—the case of a "conservative" Govern-
ment—it acts not as a Second Chamber at all.
We have two Chambers under a Liberal Govern-
ment, and in the Conservative case we have a
single Chamber.UNDER the heading "Government is a Crime"
the *Chicago Tribune* says:—

1. General corruption fund for police pro-
tection, \$100,000 per annum.
2. Flight of ex-Boss Croker to Europe,
ostensibly for his health.
3. Police license of green-goods swindlers,
\$200,000 for protection.
4. Bohemian saloon-keepers, \$200 each to
the "patents."
5. Houses of ill-fame, \$500 "initiation fee"
and monthly assessments of \$30 each.
6. Disorderly houses, \$600 each for pro-
tection.
7. Policemen, \$300 each for getting on the
force as policemen; \$200 to \$1,000 for getting
higher police appointments.
8. Blackmailing and selling licenses to
10,000 saloons, amount unknown; immense.

And the investigation has only just begun.
Hundreds of witnesses are seeking an oppor-
tunity to tell what they know of Tammany
blackmailing. Thousands of tax-payers want
the same privilege.If Mr. W. Blayney's "Hongkong Minstrel"
don't score an unqualified success on the oc-
casion of their *debut* on Wednesday next it won't
be owing to any lack of energy or zeal on the part
of the organizers and the "dankies" who will take
part in the proceedings, for they are hard at it in
the City Hall every night of the week rehearsing
choruses, comic songs and solo up to close
upon midnight. The minstrel business promises
to go off admirably, for Messrs. G. Brady,
C. Robinson are to be the "corner men," while
Mr. W. Blayney will, we believe, fill the part of
interlocutor. The musical part of the programme,
too, is sure to be carried out in first-
class style, for Bandmaster Murphy will be
prominently in evidence with some of his best
musicians—which means a great deal in a
"show" of the kind which the public are so
variously business, it may be added, will we are
assured, alone be worth the price of admission,
and would therefore appear that the forthcoming
minstrel entertainment is bound to be a huge
success, both as regards the performances them-
selves and the pecuniary benefit the deserving
and gallant members of the "Whitewash Brigade"
will derive therefrom. As the booking of seats
for these entertainments is going on very rapidly,
those desirous of getting good seats should be
prompt in securing them at Messrs. Kelly and
Walsh's.TAX Director of the United States Mint, says the
San Francisco Bulletin, puts the increase in the
gold product of the United States during the
calendar year of 1893 at 73,475 ounces, valued at
\$1,178,245. The increase is less than might
have been expected from accounts received of
new discoveries and greater activity in pros-
pecting, but some facts making the other way
must be considered. Most of by silver
ores contains more or less gold. The closing
of silver plants has to that extent cut
down the gold product. Nevada and New
Mexico, for instance, show a decrease of 5,604
and 22,222 ounces respectively, most of which is
probably due to this cause, and to the fact that
but little gold is produced there except in
conjunction with silver. Colorado, on the other
hand, shows the large increase of 99,072
ounces, a gain of nearly 40 per cent. over
the preceding year. There is gold to be
found in Colorado apart from silver, and
the silver miners out of a job seem to
have found a good deal of it. Similar results,
we are in Montana, which shows an increase
of 29,000 ounces. It must also be remembered
that the effect of the diversion of industry from
silver to gold mining was plainly confined to
about six months of the year. California shows
a falling off of 23,795 ounces, which is contrary
to anticipation and calls for explanation. A
partial one may be found in the admission of Mint
Director Freston that his figures are probably
below the actual production, being 40,000 ounces
less than the aggregated values, reported by the
agents of the bureau, all of which has not been
traced. This increase in our gold product is but
a paltry offset for the decline of the silver-mining
industry consequent upon unfavorable legislation
at home and abroad, and gives little hope of any
replacement of demoralized silver by gold in the
world's monetary systems.

THE PLAGUE IN HONGKONG.

When the river boat *Pasig* arrived from Canton
this morning, a Chinese woman was thought to
have developed symptoms of the bubonic plague,
but a Chinese practitioner thought
otherwise. However, when the medical officer
examined her, he stated her complaint was
"too much samshu."The latest official returns are as follow:—
From noon yesterday until noon to-day:—

| | New Deaths | Disch. | Rem. under |
|-----------------------------------|------------|--------|------------|
| | case | cured | treatment |
| Hospital ship <i>Hygela</i> | 0 | 0 | 0 |
| Kennedy-street..... | 2 | 1 | 29 |
| Slaughter-house..... | 0 | 0 | 1 |
| Private houses..... | 0 | 0 | 0 |
| Total..... | 2 | 1 | 30 |

Deaths from the outbreak (9th May) up to
August 3rd, noon, 2,423; grand total, 2,434.

From noon up to 5 p.m. to-day:—At Tung
Wah branch (including now only the Slaughter
house new case, 0; death since, 3; sent to
Canton in junk, 1; sent to Lai-chi-kok, all
total remaining under treatment, 24.

LAU-CHI-KOK RETURNS.

The following are the returns of admissions,
deaths, etc., at the Lai-chi-kok pest-house for the
twenty-four hours ending 5 o'clock yesterday
afternoon:—Admissions, 2; deaths, 0; dis-
charged, 1; remaining under treatment, 25.

IMPERIAL EDICT ON THE KOREAN
IMBROGLIO.Our Chinese local contemporary *Wah Tsu*
Yat Po has received the text of an Imperial
edict dated Peking, August 3rd, defining China's
policy as regards Korea, which was telegraphed
from the North to Tientsin, and thence to the
Hongkong. The following translation of this
most important Imperial communication has
been published—it is known all over the world
that Korea has been, and still is, a dependency
of our great Chinese Empire, and that tribute
has been sent annually to China for the last 200
years. Within the last ten years rebellions have
been of frequent occurrence in Korea, and have
been repeatedly subdued by China. There was
a rebellion in the 4th Moon of this year, and the
King of Korea earnestly invoked assistance from
us. Viceroy Li Hung-chang was accordingly
ordered to dispatch troops to Korea, and as the
troops reached Asan the rebels were dispersed.
But Japan, without any justification, suddenly
poured troops into Seoul, the capital of
Korea. The Japanese force was subsequently
increased to over 10,000 strong, with a
view to coerce Korea to change its Govern-
ment. The attitude of the present dynasty
towards China's dependencies (including Korea)
has been, while extending protection to them
to allow them

or by other stronger means. The secret of the cure is in good nursing.

This article looks very much like fighting after the battle is over, but it may come useful for next year, as you will certainly have the plague again unless you forbid people to live in badly ventilated ground-floors. The time at my disposal is very little, but I have done what I could. If it is not well done take the

GOOD INTENTION.

Cantos, and August, 1894.

NAUTICAL PROSPECTS IN CHINA.

PART I.

The arrival of the famous tea-clipper *Thermopylae* in Shanghai will cause the minds of many old China hands to revert to the fifties, sixties, and the beginning of the seventies, when the annual race home of those superb argosies—the tea-clippers—with the new season's teas, was not only the all-absorbing topic for the time, among Europeans, throughout the length and breadth of the Flower Land, but was an event of almost universal interest, at least so far as the two great maritime countries, Great Britain and the United States, were concerned. Landmen in the Far East were in those good old days all more or less connected with shipping, and they generally knew as much about a ship—and those who did not know professed to do so—with the names of her captain and crew, as any of the worthiest clippers or East Indian ships of the orthodox, thorough, sea-dog type with whom they hobnobbed at the long and mutually drank success to the run home.

The Shanghai river was at that period crowded with British and American sailing ships, the majority of them being magnificent specimens of naval architecture, but somewhat small in comparison to the four or five-masted "cathedrals" that are to be seen to-day in the river, ranging as they did from 700 to 1,000 tons. Since steam asserted its domination and those vessels propelled by steam came to be general use, sailing vessels have been set aside to a great degree, but they have not at any time fully abandoned the ocean to the ungraceful steamer. People thought once that the days of sailing ships were over; but published statistics show that for the past fifteen years they have been annually increasing both in number and tonnage. Living in Shanghai river to-day are to be seen some of the largest sailing-vessels in the world, and a greater number of them together than have been at this port for a length of time. Of these there are eight British ships aggregating 11,436 tons, four Americans aggregating 6,911 tons—one of which, the *Rosamond*, is herself 3,470 tons—Siam's barque of 656 tons, and a Japanese barque.

In the *China*, as is well known, for a century of competition existed between the British and the Americans as to who should obtain the lion's share of the carrying-trade from China to England as well as to the United States, and for a time—until 1856, at any rate—Brother Jonathan carried the laurels, much to the uneasiness of British shipowners, who were for a year or two subsequent to the repeal of the Navigation Laws in 1849 in rather a despondent state, and consequent upon the Act conferring four at the beginning of 1850 many of them had sold their ships to foreigners and abandoned the ocean as a field of enterprise altogether.

The American vessels, owing to their excellent sailing capabilities, had the China trade, both to England and the States, in their hands, and every effort the British made in sending out ship after ship to compete with the Yankee ships in speed proved unsuccessful. The *Barling*, *John O'Grady*, *Empire*, *Monarch*, and *Farm*, which appeared successively in Chinese waters, were on the whole sturdier craft than the Americans and delivered their cargoes in better condition, but they could not come near their rivals in speed. The American ships had low hulls, great beam, very fine lines, and with yards so square as to spread a much larger amount of canvas in proportion to their tonnage than any vessel hitherto built. And the freight, too, that they received was very high, much more so than what the British vessels, then passing through a severe ordeal, were offered. The spirits of British ship-owners were indeed at a low ebb, and it seemed almost hopeless to expect that British ship-builders could construct sailing-vessels of sufficiently fine lines to compete in speed with the *Oriental*, *Challenge*, *Bald Eagle*, *Sis Witch*, *Flying Cloud*, and other similar celebrated vessels.

Without the British held steadily on and continued the struggle to maintain their trade with China, which they saw was gradually and annually slipping through their fingers. They were not discomfited. It was a dark time for them, but the darkest hour is just before the dawn. And the dawn took place in 1857 when on the 1st of September of that year the clipper *Ganges*, belonging to Latham, commanded by Captain Deas, left Whampoa for London, followed next day by the American clipper *Flying Cloud* and *Bald Eagle*, bound for the same port. It was a pre-arranged race between the three ships which aroused the greatest interest and excitement all over China wherever Europeans were. There were heavy bets, too, on the issue of the contest, the Americans, as was to be expected, being the favourites. The south-west monsoon being strong, the *Ganges* made a rather long passage to Amoy, where she was met by the *Challenge* and *Bald Eagle*, which were somewhat anxious as to the whereabouts of the two American friends. Much to his satisfaction, however, when he reached Amoy he found that neither of them had yet passed through the Straits. On the 16th of December—107 days out—the *Ganges* arrived in the English Channel, without having got a glimpse of the Americans during the passage, and on the following morning was off Portland well in shore and under short sail, light winds from north-east and weather thick. About 8 a.m. the wind freshened and the haze cleared off when, lo! and behold! what should be described about three miles to windward of the *Ganges* but our two American friends, the *Stars* and *Stripes* flying for a pilot, Captain Deas at once hoisted signals for a pilot also, and, as by this time several pilot-cutters were standing out from Weymouth, the *Ganges* being nearest in-shore got her pilot first, and the breeze had then considerably freshened. The *Ganges*, which was a much smaller vessel than either the *Flying Cloud* or the *Bald Eagle*, then filled away on the port tack, Captain Deas, contrary to his custom, for he was a very cautious man, crowding on all small sails. The Americans received their pilot, and were after the *Ganges* without delay, and then ensued a splendid race, with wind dead ahead, and all three ships making short tacks. The *Ganges* proved herself to be the most weatherly of the three, and she gained materially and noticeably on every tack in-shore, and carried so way behind in fore-reaching. The end of the race was that the *Ganges* arrived off Dunstaffnage six hours ahead of her two competitors, and was sung in the London Docks twenty-four hours before the *Flying Cloud* and thirty-six hours before the *Bald Eagle*.

The money lost on this race was a prodigious amount. This was the dawn, the broad light of the day was yet to come. Mr. Richard Green's *Challenger* next appeared on the scene and ran clean away from the American ship *Challenge*, which she was built to compete with; hence her name.

Messrs. Jardine, Matheson & Co. then sent the *Stormway*, the *Chrysalis*, and the *Catrina* out to Chinese waters, which proved

fleetier ships than any of the American vessels, were more strongly built, and by delivering their cargoes in better condition soon became favourites. Then in 1856 the fast clipper *Lord of the Isles*, commanded by Captain Maxton, beat everything in a race to London from Foochow, and from that time British sailing vessels by rapid gradations gained a complete ascendancy over all opponents in the China trade, and carried all before them, until they, in turn, were supplanted by British steamers. It so happened then that instead of American clippers bringing teas from China to New York. Now was it in the China trade that British sailing ships so completely outstripped every other opponent. The ships belonging to the great lines to India, Australia, and New Zealand were marvellous specimens of grace and beauty, not surpassed in appearance by the finest yachts, and much more easy to handle. In speed, too, many of them were equal to the majority of the British clippers in the China trade, while as to strength, no sailing-vessels have been ever produced either in Great Britain or the United States that could be classed as their superiors. They were of the best material; put together by the most excellent and deftest workmen; and the world has ever seen; and when on the open ocean, skimming across their way under full sail in fine weather, or rowing along under reefed topsails in a gale, they were indeed "things of beauty" second to nothing else on earth.—N. C. Daily News.

MONSTERS OF THE SEA.

The biggest armour-clad in the world are the Italian *Italia* and *Leone*, sister ships, each of vessels of 14,150 tons displacement. Next to them come the monster British battleships of the *Royal Sovereign* class. These in turn will be surpassed by the *Magnificent* and *Majestic*, each of which will displace 14,000 tons. The largest armour-clad which the French flag boasts is the *Admiral Duroc* of 11,900 tons, and next to her is the *Laure* of 11,000 tons. Spain's largest is the *Principe de Asturias*, of 10,900 tons. The three United States battleships of the first class, which have been launched, are the *Massachusetts*, *Oregon*, and *Indiana*, each of 10,700 tons displacement. The *Iowa*, now building, will be 11,200 tons. This is now a record against monster ships. Britain is the only naval power that persists in the policy of building them, and apparently she is nearing a halt.

The Italians have come to the conclusion that is indicated by the dimensions of their latest armour-clad authorized which will have 8,000 tons displacement. The determination of France and the United States to keep their battleships under 12,000 tons was deliberately taken by each Government after weighing weight against efficiency. In this policy Russia also agrees, the largest of her armour-clads in service being the *Georgi Pobiedonosets* of 10,280 tons, while her naval constructors regard 12,000 tons as about the proper limit.

Of the cruisers now afloat the Russian *Rurik* is the largest, and probably, taking all things into consideration, the most powerful. She is armour belted and is of 10,000 tons displacement, almost 2,000 tons larger than the *Blake*. The British have authorized two cruisers of 14,000 tons each, being determined to see the *Rurik* and go her 3,100 tons better. As in the case of armour-clad, Britain stands alone in accepting this challenge. Her *Blake* and *Blenheim* are not only exceeded by the *Rurik*, but by the Spanish *Emperador Carlos*, which has 9,355 tons displacement.

The latest French cruiser in actual service is the *D'Entrecasteaux*, of 7,900 tons, but the *Yves* is being enlarged to a total displacement of 8,700 tons. The largest cruiser class of the Italian service, either afloat or authorized, displace 6,500 tons each, which is 450 tons more than Germany's leader, the *Kaiserin Augusta*. The largest of the United States cruisers afloat is the *New York*, of 8,100 tons, while the *Brooklyn*, building, will be 8,500 tons larger.—Boston Transcript.

TWO OF A TRADE.

Beckley stared, and Kamut repeated:—"The panther I gave thee I would have thee lend me again for a space. Art thou dumb?"

"Thou shalt have him, Raja—and willingly. But thou knowest."

"That thou wouldst send the beast to thine own country? Well, I will harm him not. And I will answer the question thou hast asked me—Thou shalt have him, Raja—and willingly. But thou knowest."

"Nero?"

"Ay, Nero. Well, I would do with an unbeliever as Nero did. Thou knowest Hafa?"

"Surely, Raja! But Hafa is of thine own faith?"

"A blaspheming dog he is—who revileth the Commander of the Faithful! Yet, since he is in some sort a Muslim, I will not take his head. But with the panther will I shut him up. Let the beast spare him, if it be the will of Alla!"

Now, since in Robianak the will of Alla meant pretty much the will of Kamut, further discussion was risky, and Beckley went away, wondering what it all meant. Kamut—autocratic as Fate—was also just with a fierce justice. The old Persian must have given him some serious offence.

Persian! Why, that's the clue! The Persians are mostly Shiaks—don't acknowledge the Sultan of Turkey as the Caliph. And Kamut was to play Nero!—or is it Henry VIII.?"

Ruminating thus upon the eternal sameness of human nature, the naturalist missed a step of his house-ladder, fell, and sat so long upon the ground that Stubbs came hurrying down the latter.

"Anything broke, Mr. Beckley?"

"No bones, Stubbs—only this!"

The "stick-hunter" sniffed at the fragments of glass which the other held carefully out of his pocket. "Laudanum! Oh, well, sir, you have plenty of that left, at all events!"

Beckley, full of a new idea, went slowly up the ladder and peeped into his medicine-chest before he answered.

"Yes; and a good deal of the powder, too. Lucky for I rather think I'm going to give Becklesbub one of the biggest doses on record."

"Becklesbub? Becklesbub ain't sick!"

"No! the brute's only too well. I want to make him sick. Look here, Stubbs—do you know what's the matter between the Raja and Hafa?"

"Yes," said the wondering stick-hunter. "Some argument about religion they had, and the old fool of a *dahun* (doctor) stuck it out against the Raja till Kamut got wild and clapped him into limbo."

"There need be no laudanum in the matter, any more than there'll be any 'lark' in it, if Kamut finds us out. Only for that I'd poison the brute outright! Look here!—this is opium-powder. Strong dose for a man—two grains; so our spotted friend's prescription shall run, Pulv. op.—grains 6! 'Sine mora' too, friend Stubbs—without delay! Get me a lump of pork!"

The Bornean panther—smaller than the Indian—carries probably as much devil to his size as any created thing. So, when the Raja's *kah* brought over a party of bearers to carry the beast away, cage and all, they went to work like men with candles in a powder-magazine. But the creature—flattened out, cat-like, on the floor—regarded them with such sleepy indifference that they grew foolishly, and one of them poked a stick into Becklesbub's orange-coloured stomach. Like a flash of lightning the little life-form-arm was through the bars, and the man rolled over with four razor-gashes on his dusky shoulder. The others laughed, and the fellow lay and screamed till the *kah* kicked him.

"Arise, beast! and let Becklesbub dress thy wounds. As for Hafa, he will dress no more wounds, if he once gets inside that cage!"

Kamut sat beneath the Task of judgment, and pointed to the slithering panther—motionless as an image, but for the scarce-seen beating of his white-margined flanks.

"Look now, Hafa, upon this beast, and ponder well thy words! The Sultan of Turkistan—upon whose name peace be!—he is the Holy Head of Islam—the Caliph of the True Believer! Is it not so?"

Sleender, long-gowned, small-featured, and silver-bearded—the Persian physician stood boldly up—their eyes were turned to him by the indomitable and calmly on the Raja; then he spit upon the ground.

"Thus do I spit upon the head of him whom thou ignorantly miscalest the Commander of the Faithful! Do thy worst!—thou and thy fellow-beast!"

"On his head 'e it!" said Kamut. "In with him!"

"I suppose the old chap's pretty safe?"

Stubbs whispered: "Beckley, as the Persian was brought up to the top of the cage."

"Safe for hours! The old chap's got firm hold!"

Freshly it was watched, for all that, as the unlucky *dahun*—trapped rudely through the roof-trap—fell plump upon the elastic body of the panther. Nought followed but a twitching of the tail; the old man scrambled from his terrible cushion, and Kamut sprang to his feet.

"A spear!" he shouted. "Bring a spear! and make the lay brute feel it!"

The *dahun* will be given with a Dyak spear, but not till the broad head was plunged half out of sight into the spotted hide did the brute give a smothered snarl and roll lazily over. The wicked green eyes opened for a moment upon the man within reach, a half-delivered sweep of the paw made a long rent in the Persian's robe, then again the huge cat lay motionless as stone.

The Raja walked half way to the cage—turned then, and fixed a baleful eye on Beckley. Stubbs bent forward, and fixed his eyes on Beckley. Beckley heard the man of many dangers gave look for look, until Kamut, with a short laugh, went back to his mat and sat down.

"Bring Hafa! hither!" he said, and a dozen disappointed hands fished out again the unscathed recalcitrant.

"Hafa," the Raja said, "thou art a blasphemer and a son of perdition, but thou art a *dahun* of much knowledge. What thinkest thou would make a beast to slumber so that a spear-point should not rouse him?"

"Raja, I do not think I know!"

"Thou knowest! Good! Tell me, then, thy thoughts, and thou wilt forgive—whoever else I may punish!"

"The beast, Oh Raja! hath been given of iron—of the sleep-drug of the Kint!" (Chinese).

"Come with me to the cage and I will show thee!"

Kamut stood close to the bars while Hafa clambered into the cage again and coolly dragged one of the panther's eyelids away from the big green iris. "In cat's eyes, as thou knowest, Raja, the pupil is but a slit in sunlight. Yet behold him, in this creature—who is but a cat—the pupil stretches, round and open, in the face of day, as it should do in the darkness. The Kint-drop doth this to man and beast!"

"Come, then, out of the Raja's lair, and let us see what thou knowest. Thou knowest, I suppose, that thou art a *dahun* of much knowledge. What thinkest thou would make a beast to slumber so that a spear-point should not rouse him?"

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"Raja, I do not think I know!"

To-day's Advertisements.

NOTICE.

NOTICE is hereby given that on and after the 1st of September next, LEGAL PROCEEDINGS will be commenced in the SUPREME COURT OF HONGKONG in its SUMMARY JURISDICTION in accordance with the provisions of Ordinance No. 13 of 1875, for the RECOVERY of ALL CROWN RENTS DUE for the Half-year ended 24th June, 1894, which may then be unpaid and in arrears, WITHOUT FURTHER NOTICE being given.

N. G. MITCHELL-INNES,

Colonial Treasurer.

Dated this 26th day of July, 1894. [846]

Intimations.

NOTICE TO CAPTAINS.

MASTERS of Vessels arriving here CAN NOT BE TOO PARTICULAR as to the SOURCE of supply of FRESH WATER, more especially during the present epidemic. J. W. KEW & Co.'s STREAM WATER-BOATS enable them to SUPPLY VESSELS with any quantity of PURE FRESH WATER, with the greatest despatch and at moderate rates.

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- 8.—In case of FIRE ring up No. 15.
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Hongkong, 10th April, 1894. [896]

Intimations.

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COUPON PATENT

ORIZA-POWDER

Rice Flower

MATCHLESS, FRESHNESS AND PERFUME

L. LEBLANC'S

